

—

[illegible]

1

12
 D
 D
 D
 W
 M
 A

151

not a. s. q.
 my, fudge
 v. cinder
 perianth
 assembly in
 on Debut.
 (Came
 1947
 1948
 1949
 1950
 1951
 1952
 1953
 1954
 1955
 1956
 1957
 1958
 1959
 1960
 1961
 1962
 1963
 1964
 1965
 1966
 1967
 1968
 1969
 1970
 1971
 1972
 1973
 1974
 1975
 1976
 1977
 1978
 1979
 1980
 1981
 1982
 1983
 1984
 1985
 1986
 1987
 1988
 1989
 1990
 1991
 1992
 1993
 1994
 1995
 1996
 1997
 1998
 1999
 2000
 2001
 2002
 2003
 2004
 2005
 2006
 2007
 2008
 2009
 2010
 2011
 2012
 2013
 2014
 2015
 2016
 2017
 2018
 2019
 2020
 2021
 2022
 2023
 2024
 2025
 2026
 2027
 2028
 2029
 2030
 2031
 2032
 2033
 2034
 2035
 2036
 2037
 2038
 2039
 2040
 2041
 2042
 2043
 2044
 2045
 2046
 2047
 2048
 2049
 2050
 2051
 2052
 2053
 2054
 2055
 2056
 2057
 2058
 2059
 2060
 2061
 2062
 2063
 2064
 2065
 2066
 2067
 2068
 2069
 2070
 2071
 2072
 2073
 2074
 2075
 2076
 2077
 2078
 2079
 2080
 2081
 2082
 2083
 2084
 2085
 2086
 2087
 2088
 2089
 2090
 2091
 2092
 2093
 2094
 2095
 2096
 2097
 2098
 2099
 2100
 2101
 2102
 2103
 2104
 2105
 2106
 2107
 2108
 2109
 2110
 2111
 2112
 2113
 2114
 2115
 2116
 2117
 2118
 2119
 2120
 2121
 2122
 2123
 2124
 2125
 2126
 2127
 2128
 2129
 2130
 2131
 2132
 2133
 2134
 2135
 2136
 2137
 2138
 2139
 2140
 2141
 2142
 2143
 2144
 2145
 2146
 2147
 2148
 2149
 2150
 2151
 2152
 2153
 2154
 2155
 2156
 2157
 2158
 2159
 2160
 2161
 2162
 2163
 2164
 2165
 2166
 2167
 2168
 2169
 2170
 2171
 2172
 2173
 2174
 2175
 2176
 2177
 2178
 2179
 2180
 2181
 2182
 2183
 2184
 2185
 2186
 2187
 2188
 2189
 2190
 2191
 2192
 2193
 2194
 2195
 2196
 2197
 2198
 2199
 2200
 2201
 2202
 2203
 2204
 2205
 2206
 2207
 2208
 2209
 2210
 2211
 2212
 2213
 2214
 2215
 2216
 2217
 2218
 2219
 2220
 2221
 2222
 2223
 2224
 2225
 2226
 2227
 2228
 2229
 2230
 2231
 2232
 2233
 2234
 2235
 2236
 2237
 2238
 2239
 2240
 2241
 2242
 2243
 2244
 2245
 2246
 2247
 2248
 2249
 2250
 2251
 2252
 2253
 2254
 2255
 2256
 2257
 2258
 2259
 2260
 2261
 2262
 2263
 2264
 2265
 2266
 2267
 2268
 2269
 2270
 2271
 2272
 2273
 2274
 2275
 2276
 2277
 2278
 2279
 2280
 2281
 2282
 2283
 2284
 2285
 2286
 2287
 2288
 2289
 2290
 2291
 2292
 2293
 2294
 2295
 2296
 2297
 2298
 2299
 2300
 2301
 2302
 2303
 2304
 2305
 2306
 2307
 2308
 2309
 2310
 2311
 2312
 2313
 2314
 2315
 2316
 2317
 2318
 2319
 2320
 2321
 2322
 2323
 2324
 2325
 2326
 2327
 2328
 2329
 2330
 2331
 2332
 2333
 2334
 2335
 2336
 2337
 2338
 2339
 2340
 2341
 2342
 2343
 2344
 2345
 2346
 2347
 2348
 2349
 2350
 2351
 2352
 2353
 2354
 2355
 2356
 2357
 2358
 2359
 2360
 2361
 2362
 2363
 2364
 2365
 2366
 2367
 2368
 2369
 2370
 2371
 2372
 2373
 2374
 2375
 2376
 2377
 2378
 2379
 2380
 2381
 2382
 2383
 2384
 2385
 2386
 2387
 2388
 2389
 2390
 2391
 2392
 2393
 2394
 2395

Weekly.
Ferna.

[illegible]

WAX
OCCI
OF

[illegible]

20

E. P.
BOLTON
1870
N.B.
Suffolk
advice

H. P.
OFFICE
E.P. 10
Pho

Piano
Cry
No.
11

E. T.
D.

31070

SICKNESS.
 Mrs. M. J. Smith, wife of Mr. J. Smith, 101, is suffering from a severe attack of influenza, and is confined to her bed.
 Mrs. J. M. Smith, wife of Mr. J. M. Smith, 101, is suffering from a severe attack of influenza, and is confined to her bed.

MARRIAGES.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

SILVER WEDDINGS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

ROLL OF HONOUR.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

DEATHS.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.
 Mr. J. M. Smith, 101, and Miss M. J. Smith, 101, were married on Monday, March 27, 1916, at the residence of Mr. J. M. Smith, 101.

SPECIAL ADVERTISEMENTS.

WHO BUYS TIMBER?

OUR PRICES ARE LOWEST IN SYDNEY.

LARGE STOCKS ALWAYS ON HAND OF REDWOOD, REDGUM, WHITE PINE, KERO, AND ALL OTHER BUILDING TIMBERS.
 PROMPT AND RELIABLE.

VANDERFIELD & REID,

Office, Yard, Saw Mill, and Wharf—LEIGHARD STREET (Blackwattle Bay), GLADE.
 Factors with a trial order or inquiry, and we will have you as a regular customer.
 PRICES LISTED POST FREE TO ANY ADDRESS.

NAZETHA.

THE GREAT
 THE GREAT
 THE GREAT

NAZETHA.

THE GREAT
 THE GREAT
 THE GREAT

"CHAMPION" DE LUXE MIXTURE.

2oz SEALED TINS.

The B.A.T. Company's latest and finest Mixture, now procurable in 2oz. tins. The Company has succeeded in turning out a mixture, containing all the ingredients of the famous "Champion" Mixture, and yet preserving the rich and healthy body for which it is so famous.

BELLE VUE HOTEL, BRISBANE.

MRS. FENNIE, PROPRIETRESS.

This hotel has been reconstructed. An electric lift has been installed, and the sanitary arrangements are perfect. The hotel is situated in a beautiful position, overlooking the Brisbane River, and is well known for its excellent cuisine and comfortable accommodation.

CADBURY'S CHOCOLATES.

Due to the high cost of production and other increased charges, it has become necessary (while maintaining their high quality) to raise the selling price of the above.

BISHOP'S CITRATE OF MAGNESIA.

THE ORIGINAL AND STANDARD FOR OVER 50 YEARS.
 SHOULD BE AT HAND IN EVERY HOME.
 BISHOP'S CITRATE OF MAGNESIA.
 ALFRED BISHOP (AUSTRALIA), LIMITED, SYDNEY.

TIA TABLE ECONOMICS.

1. Buy Fresh Tea.
 2. Buy Refreshing Tea.
 3. Buy Refreshing Tea.

SARTO SARTO

DO NOT BE PUT OFF WITH CHEAP INFERIOR SUBSTITUTES.
 SARTO is not so profitable to the Vendor of non-alcoholic drinks, but the difference is in the QUALITY.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200.

WORTH A TRIAL.
 THE FINEST SMOKE IN THE WORLD.
 PATENTED, DESIGNED, MANUFACTURED BY
 H. J. SARTO, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171,

EXCITING SEA FIGHT.

GERMAN CRUISER SUNK.

MOEWE TACTICS AGAIN.

SUBMARINE CAMPAIGN.

MORE AMERICAN VICTIMS.

A thrilling fight at sea took place between the British armed merchantman Alcantara and the German light protected cruiser Greif.

The Greif pretended to be a peaceful merchantman, but the Moewe tricks were repeated. The ships fought until both were sinking.

Further ships have been sunk by German submarines, including the steamer Sussex, which was proceeding across the Channel. A large number of lives were lost.

Some Americans were among the Sussex victims. Two Americans have signed depositions that they saw the torpedo.

It is reported that Germany has 200 submarines, and that a large number of the newest of them have been seen in the North Sea.

Fierce fighting is proceeding on the Eastern front. The Russians claim further substantial successes.

Reports from Petrograd state that the German Emperor is going to Vilna, which the Germans are said to recognise as the objective of the Russian blow in the north.

The fighting on the Salonica front is tending to develop into a general action along the whole line. There is great aerial activity.

Roumania has brought the strength of her mobilised army up to 456,000.

WESTERN FRONT.

VERDUN.

THE ROAD BARRED.

JOFFRE'S PRAISE.

PARIS, March 26. General Joffre, in an order of the day, has praised the three weeks of the battle of Verdun, which he has described as the most formidable assault the enemy has yet attempted. Expecting success, the enemy concentrated the best troops, and the most powerful artillery. Germany thought the effort would be irresistible, and hoped that the fall of Verdun would harden the courage of her allies, and convince neutral nations of Germany's superiority. Night and day, under an unprecedented bombardment, she resisted the attacks and maintained her positions. We possess adequate resources, and we have the courage to resist the enemy's assault.

BAVARIANS SUFFER. A Bavarian Division, while attempting to dislodge from Avoisfont Wood on Wednesday, was allowed to proceed the first stages of Hill 261. Then they were driven down, losing one-fourth of their effectives. They tried to re-enter the wood, and were repulsed in the zone of the French fire. They left a great heap of dead floating the wood.

ARTILLERY ACTIVE. A communique states: "Somewhat violent artillery actions occurred in the Argonne. There was fairly great artillery activity against our second line westward of the Meuse, and eastward in the Volme (Puy) Hill and Doncourt region."

VERDUN ON FIRE. A German communique states: "Our artillery set fire to Verdun."

GERMAN REPORT. A German communique states: "Our artillery set fire to Verdun."

BRITISH FRONT. BOMB ENCOUNTERS.

LONDON, March 25. Sir Douglas Haig reports: "The enemy on Friday night sprang a mine near Hohenzollern. They entered the trench, but were bombed out. We to-day bombed trenches at Bois, Blancs, badly damaging 100 yards of parapet. The enemy's reply was feeble."

MESOPOTAMIA. REPORT FROM GENERAL TOWNSEND.

LONDON, March 25. It is officially announced that General Townsend reports that enemy aircraft and guns bombarded the British camp from March 23st to the 25th. Our casualties were slight.

RUSSIA AND ENGLAND. ROMANIAN ARMY.

ATHENS, March 25. Roumania has completed 40 new regiments, making her mobilised army up to 120 regiments of 3800 each, this being a total of 456,000.

RUSSIA AND ENGLAND. ROMANIAN ARMY.

ATHENS, March 25. Roumania has completed 40 new regiments, making her mobilised army up to 120 regiments of 3800 each, this being a total of 456,000.

SUBMARINES.

IN THE CHANNEL.

MORE STEAMERS SUNK.

LATEST OUTRAGES.

LONDON, March 25. The London, Brighton, and South Coast Railway steamer Sussex (1353 tons), was torpedoed between Dieppe and Folkestone, with 250 passengers on board, mostly French. She remained afloat, other vessels standing by. Later the vessel was towed to Boulogne.

Twenty Americans were aboard the Sussex. Seventy per cent. of the passengers were women and children, chiefly Belgian refugees going to the south of France.

The passage was uneventful until towards 4 in the afternoon, when suddenly the French coast a torpedo approaching struck the vessel amidships, crashing into the engine-room. Several engineers were badly injured.

A wireless message was sent out and met with an immediate response. The passengers evinced no panic, and the captain, showing great presence of mind, everything worked like clockwork.

The steamer was hit by a second torpedo, and the vessel was forced to beach itself. The passengers were then taken off by the French coast.

A subsequent message from Paris says the Sussex had on board 1200 tons of mail. Some of the survivors were in the water for four hours.

PASSENGER'S STORY. M. Chagnoux, inspector of the Orleans Railway, when interviewed, said the vessel left Folkestone at half-past 1; the weather being fine and calm. He was entering the dining-room when a violent explosion occurred at about 3 o'clock. A column of water was thrown up and fell on the deck. He was in the midst of wreck of all kinds. Several passengers who were leaning over the side, also some of the crew, saw the explosion of the torpedo. Two of the crew in the forepeak were killed.

Everyone was provided with lifebelts. The ladies first-class cabin and the dining saloon remained above water, but were considerably damaged.

M. Chagnoux added that the first of the lifeboats launched was the No. 1, and that the doors of the Sussex worked efficiently, resisting the thrust of water. Many survivors were picked up by boats rowing round the vessel. The wireless was damaged, but a makeshift was rigged up and sent a message to Boulogne when the vessel was sighted at night, she took off most of the passengers. Subsequently a British boat took off others, and another towed the Sussex to harbor.

The British Red Cross at Boulogne cared for the rescued.

FRENCH ADMIRALTY REPORT. A French Admiralty report says the captain of the Sussex saw the torpedo 100 yards away, and manoeuvred to avoid it, but the ship was struck in the bow. The fall of the mast destroyed part of the wireless apparatus. When a temporary aerial was rigged the ship's position was immediately signalled, causing some confusion, and the arrival of destroyers and patrol boats was delayed. The Marie Therese, one of these, eventually found the ship and brought the majority of the passengers to Boulogne. British destroyers, arriving at Boulogne, immediately signalled the Marie Therese, took the remainder of the passengers to England. Only a slight panic is reported. It is estimated that the loss is 50 lives.

The steamer's rockets were clearly visible, but when the boat was within 50 yards of a sailing vessel the latter turned and proceeded in the opposite direction.

PARIS BANKER'S STATEMENT. M. Barde, a Parisian banker, whose legs were badly crushed, stated that he was in the corridor in the fore part when there was a sudden landing crash, with a tremendous upheaval. Then the cabins on either side fell, plunging him.

A mysterious feature was that, although one-third of the Sussex was blown away, she did not sink or settle a single inch. Mr. Crocker, of Pittsburgh, and Mr. Penfield, of Wisconsin, have been taken to a hospital in Dover. Their skulls were fractured, and they are unconscious.

MISS BOWEN, of New York, was killed. Two Americans are missing. Out of 250 passengers, 90 have been landed at Dover.

TERRIBLE SCENE. Mr. James McGillivray, a Manchester man, interviewed, said: "Just before the explosion a British dirigible flew over the steamer, and then returned towards England. The steamer's bow was blown away. One of the lifeboats capsized, and the helpless women and children were tossed about in the water."

"The scene aboard the Sussex was of the most desolate description, the crowds waiting, what seemed to be inevitable deaths. Passengers on rafts, or clinging to pieces of wood, were looking pitifully for help, while, owing to the mishap to the aerial, was not forthcoming. There were no ships in sight. Women were bawling with their hands and hands. With the ground-swell the water increased."

"The sailors were splendid, heroic and self-sacrificing."

BADLY WOUNDED PASSENGERS died aboard a destroyer.

As the hullers of the Sussex continued to work after the explosion, the maintenance of the electric light helped to cheer the passengers while awaiting rescue.

There was great destruction of the vessel's interior. The dining room was wrecked, and several persons were killed there.

The capsizing of the lifeboat was due to the passengers crowding in it against the advice of the officers. Many of the occupants were drowned. Others jumped, and two, mistaking the boats, perished.

Several passengers and sailors bitterly complain that the sailing vessel which was approaching up Channel ignored the signals of distress from the boat.

The buoyancy of the Sussex was due to the strength of the watertight compartments.

The passengers included several nurses, with all their equipment handy, and they quickly attended to many shocking cases of injury.

Two Americans in Paris and London have signed depositions that they saw the torpedo.

WHAT WILL AMERICA DO? The "Observer," commenting on the Sussex, says: "The case of the Sussex is the same in principle as that of the Lusitania. It imposes newer and more acute problems on America and Britain. It is inconceivable that America will allow her citizens to be murdered with impunity, or seek for explanations, disavowals, or apologies, which will be as worthless as in the former case. The British Admiralty must grapple with a more severe task than before, as the new German submarines are beginning to take toll. We have in no wise fathomed the reasons of Grand Admiral von Tirpitz's real or pretended repentance."

(The Sussex is a twin-screw steamer, and was engaged in the Channel service for the London, Brighton, and South Coast Railway Company. She was built in 1912 by W. Denny and Bros., Dumbarton.)

UNITED STATES.

STOCKS DECLINE.

NEW YORK, March 25. Stocks declined sharply on receipt of reports that the Sussex had been torpedoed, and that Americans had perished aboard.

An Englishman, John Henley, a passenger by the Sussex, states that three Americans saw the torpedo.

AMERICANS MISSING. The Dominion liner Englishman has been sunk. Sixty-eight survivors were picked up.

A Washington message says that four Americans are reported missing who were aboard the Englishman, which was torpedoed in British waters.

The State Department is considering what action shall be taken.

The Norwegian steamer Konig was previously torpedoed in the Channel without warning. The crew was saved.

EFFECT IN DENMARK. SHIPPING SHARES FALL.

COPENHAGEN, March 25. The "Politiken" says steamers report seeing many of the newest and fastest German submarines in the North Sea, near the British coast.

The submarine activity caused an unpleasant panic on the Stock Exchange. There was a general fall in steamship shares till a well-known member purchased a million and a half, causing a recovery and slight advance.

THE TUBANTIA. FALSE WIRELESS MESSAGE.

The Amsterdam "Telegraaf" says that the only wireless messages received from the Dutch liner Tubantia were one stating that she had been torpedoed, and another asking for assistance.

Simultaneous wireless messages, which are not attributed to the German submarine, was received at Flushing, stating that the Tubantia was missing.

RIGHTS OF NEUTRALS. WARNING TO REICHSSTAG.

AMSTERDAM, March 24. The "Telegraaf" says, "discussing the submarine warfare, urges the Reichstag to consider whether trustworthy neutrals will remain so if their merchantmen are sunk."

ARMED MERCHANTMEN. ENTENTE POWERS' DECISION.

LONDON, March 24. The Entente Powers jointly refuse to consider the American proposal for the disarmament of merchantmen.

A Washington message states that the Entente Allies, replying separately, declined to comply with Mr. Lansing's suggestion that merchant ships be disarmed.

GERMAN THREAT. BLOCKADE OF BRITAIN.

The "Daily News" correspondent at Rotterdam states that Germany has at least two submarines, and will shortly inform all neutrals that a complete submarine blockade of Britain exists, warning them that any vessel in British waters will be sunk.

BLACK SEA. RUSSIAN ACTIVITY.

PETROGRAD, March 25. A communique states that the Russians destroyed 16 sailing vessels off the Anatolian coast.

ZEPPELINS. THE LATEST TYPE.

NORTH SEA PATROLS. LONDON, March 25.

George Prade, a well-known aeronautical expert, states that he inspected the Zeppelin which was destroyed at Nieuwport. Its number showed that it at least 52 had been constructed in the last 18 months. The enemy are now completing one every ten days.

The Zeppelin in question had five Maybach motors. The metal of the propellers was aluminium, toughened with a slight alloy of copper and steel. The vessel sailed towards the stern, giving less resistance.

Several of the corpses were carbonised, but apparently the crew numbered 23. The airship carried 1500 kilograms of bombs, supposed of 20 projectiles, each placed in a special bomb-projector, fired by electric current controlled by a pump. The cabin carried six machine guns, but no cannon. There was no trace of any powerful flood-light searchlight.

Three forms against Zeppelin attacks are possible. Firstly, by gunships before they reach London and Paris; secondly, by anti-aircraft guns while over the cities; thirdly, by light-chasing aeroplanes armed with machine guns and incendiary rockets, which attack the raiders on the return journey at a high altitude.

Germany has 40 Zeppelins to-day, mostly used as patrols over the North Sea. The Zeppelins' principal task is keeping up communications with the fleet of submarines.

Two Americans in Paris and London have signed depositions that they saw the torpedo.

FIGHT AT SEA.

TWO SHIPS SUNK.

BRITISH AND GERMAN.

MOEWE TACTICS AGAIN.

LONDON, March 25. An engagement between the German light protected cruiser Greif and the British armed merchantman Alcantara took place on February 29, resulting in the sinking of both ships. The Greif was a sister ship to the Moewe, and was disguised as a Norwegian.

The Press Bureau adds: The Alcantara sank the Greif by gunfire, and was herself apparently torpedoed. Five German officers and 115 men were picked up and made prisoners. The Greif fired the whole of the engagement over the Norwegian colours, which were painted on the ship's side. News of the engagement is now published because the German wireless messages, which were intercepted by the British, stated that the Greif was destroyed by the British patrol.

DETERMINED AND GRIM. A Press Association account says that after the Greif had been sunk, British destroyers sank a German submarine, and added: "The fight apparently was determined and grim. The raider first appeared to be an innocent merchantman. The battle opened as soon as it was recognised that the Alcantara's gunnery was efficient. The captain, and both his officers, were killed. The British gunners were surrounded by stricken men, and the Alcantara terribly battered, they worked feverishly to do the utmost damage, and the guns raked the Greif until both were sinking. The Greif foundering with a number of the crew."

The British commander, like a flash, ordered a terrific broadside into the enemy. "How delirious of delight was turned into a sense of duty, and both the British gunners were surrounded by stricken men, and the Alcantara terribly battered, they worked feverishly to do the utmost damage, and the guns raked the Greif until both were sinking. The Greif foundering with a number of the crew."

FANTASTIC GERMAN STORY. A fantastic German official version states that the Greif fought three British cruisers and one destroyer. The Greif torpedoed a great 15,000-ton cruiser, and finally blew herself up.

The Alcantara was the largest and one of the latest of the Royal Mail Steam Packet Company's fleet. She had a gross tonnage of 15,331 tons, and was built by the Harland and Wolff, Belfast, and was in 1914. She was very strongly built, with watertight bulkheads, and a double bottom extending the whole length of the vessel, which was nearly 600 ft. long, and had a beam of 67 ft. The Alcantara was constructed to carry a large number of first, second, and third class passengers, and was fitted up in a most elaborate fashion. The first-class dining saloon on the middle deck accommodated 100 people. Other features of the vessel were the first-class social hall on the upper promenade deck, the ladies' boudoir, an electric passenger lift, gymnasium, barber's shop, photographic dark-room, wireless telegraphy, and submarine signalling apparatus.

EAST AFRICA. THE BRITISH CAMPAIGN.

LONDON, March 24. General Smuts telegraphs that the German retreated through Kaka to a series of defensive positions in a thick forest belt, along the Ruwii River, and the German pursuit difficult. The enemy has destroyed bridges. We are close in contact with the Germans. The latter attempted a strong night attack, but were driven off with severe losses. In the meantime a strong force of South African mounted men made a night march from Moshu, seized the Kaka railway station, and threatened the enemy's rear. After a day's fight the Germans evacuated the Ruwii line, leaving a 4-inch gun belonging to the Koinigberg.

Earl Kitchener has congratulated General Smuts on his brilliant dash and energy.

ENEMY OUTCLASSING. NAIROBI, March 25.

It is officially stated that the operations on the Ruwii River have been completely successful. The enemy's main body is retreating down the Tanga railway. Many European and native prisoners are in our hands. The action was the most important fought with the enemy's main forces. Despite the dense bush and unfavorable terrain, the enemy were completely outclassed by us. We completed our undisputed possession of Kilima Wari and Arusha.

EGYPT. CHANGE IN COMMAND.

LONDON, March 24. The War Office states that owing to the satisfactory military position in Egypt a reorganization of the forces has been effected. General Sir Archibald Murray has assumed sole command, General Sir John Maxwell returning to England.

MERCHANT SHIPPING. LONDON, March 25.

The R.M.S. Rythe, which left Sydney on February 5, has arrived at Liverpool. The steamer City of Florence, which left Liverpool on January 6, has arrived at Liverpool. The 4-in. schooner Mindoro, which left Narnia on December 26, has arrived at San Francisco. The 3-m. schooner Roy Rogers, which left Melbourne on January 3, and the 4-m. barkentine Charles F. Crocker, which left Melbourne on December 1, have both arrived at Port Townsend. The 4-m. barkentine Vimeira, which left Newcastle on January 23, has arrived at Liqueur. The ship Fides, which left Adelaide on February 11, has arrived at Tal Tai.

The tarque Lalla Rookh has left Norway for Sydney. The R.M.S. Osterley has left London for Australian ports. The barque Harold has left New York for Melbourne. The American 4-m. schooner Irene has left Puget Sound for Aden.

LATE WAR NEWS.

SCENE IN REICHSSTAG.

SOCIALIST'S ASSERTION.

"NO ONE WILL WIN WAR."

AMSTERDAM, March 25. The stormy Reichstag sitting on record marked the Budget debate. Herr Haase, the well-known Socialist, created a tremendous uproar by denouncing German ambition for expansion of world-power. He declared that no one would win the war.

A series of exciting scenes followed. Members were frequently on the point of exchanging blows. It was noticeable that a majority of the Socialists were especially incensed against Herr Haase.

The Socialist party later, by a vote of 58 to 33, repudiated Herr Haase. The minority has since seceded.

GERMAN LOAN. UNQUALIFIED FAILURE.

GENEVA, March 24. The German loan has been an unqualified failure. The middle-class people were different to the frantic newspaper appeals for subscriptions.

TREASURER'S STATEMENT. AMSTERDAM, March 25.

A Berlin message says Dr. Helfferich (the Treasurer) informed the Reichstag that £530,000,000 had been subscribed to the last German loan.

[No particular sum was asked for. It was stated that the loan would be for an "unlimited" amount.]

POST-WAR TRADE. GERMAN BOYCOTT.

OPPOSITION IN ENGLAND. LONDON, March 25.

The "Daily Chronicle" asks: "Does any one suppose that England could refuse to have any trade dealings with the 150,000,000 of people in Central Europe? Such a policy would mean the loss of our commercial pre-eminence, to which the United States would succeed. New York would take London's place as the heart and nerve centre of the world's trade."

Mr. Lloyd George would be so party to no such disastrous policy. He is no cosmopolitan, but a ferocious patriot, and holds that the chief thing to bear in mind is what is best for the welfare of the mass of the people of the Empire."

Mr. T. P. O'Connor, in a long character sketch of Mr. Hughes in "Reynolds's" newspaper, says: "Mr. Hughes seems to belong to a school which exists in Labour ranks alone in Australia, a school which would set up the whole tariff system in the British Empire against all German goods. This is a scheme which will meet with vigorous resistance from most business men and all freetraders in Britain."

A STERNER VIEW. The "Spectator" says: "Mr. Hughes' powerful speeches have helped to strengthen the English determination not to tolerate the trade restrictions which Germany employs for political ends. On this issue there is no difference of opinion between Freetraders and Protectionists. The former can combine with the latter tariff reformer, because they realise that Germany is constitutionally incapable of playing the game of freetrade. Germany must be treated as an enemy from the cradle of freetrading nations."

Germany's methods in South America and China are a real danger which cannot be met by trade regulations applying in the United Kingdom alone. Our main standard is Germany's overseas expansion, and we must stand up to her by supplying goods at a lower price than Germany can supply them. Merely to exclude German goods from home markets would intensify German competition across the seas. There must be collective and consistent action with other portions of the Empire, and we must aim at securing a similar arrangement with the Allies. We have already reached a stage where none of the Allies will concede a favourable treatment to Germany. One of the peace conditions ought to be that Germany's tribute should be paid in the particular German commodities most useful to us; for instance, the Polish mines of Saxony should be vested in a body representing the allied Powers."

COMPLETE SURPRISE. The Aurora's misadventure is the absorbing topic of conversation. The inability to pick up Sir Ernest Shackleton was almost the only contingency unforeseen. The wireless message to London came as a complete surprise to all connected with the expedition. The news was communicated to the King tonight.

The organisation of a relief expedition in the autumn is already being considered. Even if Sir Ernest Shackleton is meeting with insuperable barriers, and is forced to retrace his steps and return to Buenos Ayres, a relief expedition must be organised to rescue Captain Shackleton and his companions.

If Sir Ernest Shackleton succeeds in crossing, the question is whether it stores will be sufficient to maintain the whole party for a year. Lieut. Stenhouse's message throws no light on what stores were landed. Presumably Captain Mackintosh on his journey southward stocked various depots. Captain Scott's expedition left a large quantity of stores behind, and they will probably be available. Sir Douglas Mawson's experience proves the possibility of subsisting on a minimum.

CALL OF HONOUR. TO RELIEVE SHACKLETON.

The "Daily Chronicle" says the organisation of a relief expedition is a clear call of honour, and can only meet with one response. The Government must and will step into the breach.

WILL SURVIVE WINTER. COMMANDER EVANS'S VIEW.

The "Daily Chronicle" publishes an interview with Commander Evans, who stated: "We left an abundance of food and fuel in Scott's hut at Cape Evans sealed up, but they will find little clothing. However, with Shackleton's resourceful nature, there is little doubt that the party will survive the winter, providing they reach Cape Evans in reasonable health."

Success must be sent. No ship can be able to carry so very well full summer.

AURORA DAMAGED.

Thrilling Escape.

RELIEF EXPEDITION URGED.

A PARTY LEFT BEHIND.

WIRELESS MESSAGE.

THE AURORA'S VOYAGE.

RELIEF SHIP NEEDED.

(COPYRIGHTED IN AUSTRALIA AND NEW ZEALAND BY THE AUSTRALIAN PRESS ASSOCIATION; IN GREAT BRITAIN BY THE "DAILY CHRONICLE" AND IN AMERICA BY THE "NEW YORK WORLD.")

LONDON, March 24. A wireless message from the Aurora states that the vessel in a blizzard was driven from her moorings on May 6 while Captain A. A. Mackintosh, five of the crew, and four scientists were on shore. The vessel was locked in pack ice and drifted for ten weeks. Then she lost her rudder. The hull was strained. The vessel was released from the ice on March 14. She is proceeding to New Zealand.

The following wireless message has been received from Lieut. J. R. Stenhouse, R.N.R., second-in-command of the Aurora:

"The vessel reached Cape Crozier on January 9, 1915, where it was intended to establish a depot for use winter journey from our base, but the conditions were so bad that it was impossible to effect a landing. The Aurora proceeded east along the Barrier and up the Sound, encountered great difficulties from the ice, and eventually made a landing. A party of three men with dogs started on January 24 for the Bluff to lay out a depot, taking stores with them. The next day Captain Mackintosh, accompanied by two members of the party, left the ship for a sledge trip with the dogs. On the 31st six men started southward, taking a motor sled with aeroplane engine. All this time the Aurora was lying at her moorings off Cape Evans. Though many attempts were made to find a safe harbour, they failed owing to the extremely bad season. The party returned from the south, and on March 4 embarked from Hut Point. A week later the ship was still off Cape Evans, and four of the staff went ashore to do scientific work. A violent blizzard on May 6 drove the Aurora from her moorings, which had been taken up for the winter. At this time Captain Mackintosh and two companions, as well as three men who had gone to the Bluff to establish a depot, and four members of the scientific staff, were ashore. We saw no more of them."

When driven from her moorings, the Aurora became locked in pack ice. This set north along the coast around Cape Adare to west of Rally Island. The Aurora was heavily nipped by enormous ice pressure, and lost her rudder. Her hull was severely strained, and it was not until March 14 of this year that the Aurora got free of ice. The ship was in latitude 54° 30' south and longitude 10° east, after drifting south and eastward for twelve hundred miles.

The names of those ashore on the Barrier are Captain Mackintosh, H. Wild, Joyce, Cope, Stevens, Rev. Spencer-Smith, Richards, Hayward, Jack, and Sage. We saw a wireless appeal for a relief ship during the winter, but cannot say if it was received, as we did not receive any acknowledgment. The Aurora is proceeding to New Zealand under a jury-rudder. We expect to arrive early in April.

COMPLETE SURPRISE. The Aurora's misadventure is the absorbing topic of conversation. The inability to pick up Sir Ernest Shackleton was almost the only contingency unforeseen. The wireless message to London came as a complete surprise to all connected with the expedition. The news was communicated to the King tonight.

The organisation of a relief expedition in the autumn is already being considered. Even if Sir Ernest Shackleton is meeting with insuperable barriers, and is forced to retrace his steps and return to Buenos Ayres, a relief expedition must be organised to rescue Captain Shackleton and his companions.

If Sir Ernest Shackleton succeeds in crossing, the question is whether it stores will be sufficient to maintain the whole party for a year. Lieut. Stenhouse's message throws no light on what stores were landed. Presumably Captain Mackintosh on his journey southward stocked various depots. Captain Scott's expedition left a large quantity of stores behind, and they will probably be available. Sir Douglas Mawson's experience proves the possibility of subsisting on a minimum.

CALL OF HONOUR. TO RELIEVE SHACKLETON.

The "Daily Chronicle" says the organisation of a relief expedition is a clear call of honour, and can only meet with one response. The Government must and will step into the breach.

WILL SURVIVE WINTER. COMMANDER EVANS'S VIEW.

The "Daily Chronicle" publishes an interview with Commander Evans, who stated: "We left an abundance of food and fuel in Scott's hut at Cape Evans sealed up, but they will find little clothing. However, with Shackleton's resourceful nature, there is little doubt that the party will survive the winter, providing they reach Cape Evans in reasonable health."

Success must be sent. No ship can be able to carry so very well full summer.

RELATIVES INTERVIEWED. Dr. Henry Shackleton, the explorer's father, when interviewed, said: "None of us are worrying about it. It makes one a little anxious to know the facts, but I do not think there is any possibility of anything being known yet."

POLAR EXPLORATION.

the shortage of equipment will seriously hamper them in their co-operation with Sir Ernest Shackleton in the main object of the expedition, particularly as they will be at a disadvantage for the want of proper food. The programme included a long journey to the south of the continent, to the Victoria glacier, to lay food depots as far south as possible for picking up by Shackleton's party on its way from the Pole to McMurdo Sound. The shortage of these depots would seriously affect Shackleton's party. Of course, there is only a certain chance that Shackleton's party has succeeded in reaching that stage; in other words, to have traversed the pole.

Returning to the vessel, Sir Douglas concluded: "It appears that the expedition, though the ice, carried by the Aurora, did not get along the coast of South Victoria. By July 31 it had reached a point 90 miles south of the Victoria glacier. It is a large island, standing 50 or more miles from the mainland, and so placed that it holds up the ice moving from the south, consequently it was to be expected that heavy ice pressure would be met with in that region. The Aurora must have been lucky in escaping the ice, and greater injury than a strained hull and a lost rudder. After passing the island, the drift would be more regular, because the ice would become much slacker to the north. The drift, however, continued for months, and the vessel was not set free till Feb. 16.

MACQUARIE ISLAND STATION.

REASONS FOR DISMANTLING.

The question having been raised as to whether the Macquarie Island wireless station would have been of any service to the Shackleton party had it not been removed early in December last year, the Commonwealth Meteorologist (Mr. Hunt) was approached to-day for a statement on the matter. He said that the Meteorological Department had lost some 500 men in the recruiting appeal that it had been found insufficient to spare the necessary staff to maintain the Macquarie Island station. Men with technical knowledge of wireless telegraphy were more urgently required at the present time for purposes directly connected with the war. Mr. Hunt also stated that the time when a wireless station at Macquarie Island would have been of use to the Aurora had passed when the station was abandoned. During the winter months had been sent out almost entirely already defective when the vessel left Australia. In the summer, however, when it was eternal day in the Antarctic, wireless messages did not carry as well as in the winter, and the Aurora's wireless equipment would have been too weak for a station at Macquarie Island to have been of any use.

RECRUITING.

A POOR WEEK.

The recruiting figure at Victoria Barracks last week are not encouraging. In fact, they are distinctly to the bad, as the following table will show:—Sunday, 27, Monday, 28, Tuesday, 29, Wednesday, 30, Thursday, 31, Friday, 30, and Saturday, 26, giving a total for the seven days of 552.

SOLDIER HEROES.

On Sunday morning, at St. Aidan's Church of England, Annandale, the Rev. R. Hook dedicated a litany book to soldiers from Anandale who had died in the fighting line. The names inscribed on the book are—Thomas Francis, Henry Francis, Robert Martin, Selby Stewart, William McFarlane, and Lawrence Paul.

FLAG PRESENTATION.

At Liverpool Camp last week a presentation of a Red Cross flag was made by Mrs. Wallace Turner, president of the Greenwell Red Cross Society, to the 9th Field Ambulance. The presentation was made to the 9th Field Ambulance, which was composed of about 200 members of the Ambulance Corps, besides the nurses from the Field Hospital and a number of visitors. The men formed a triangle around the flag, upon which the Union Jack was first hoisted, and then the Red Cross flag, which was then raised. Mr. Wallace Turner, in making the presentation, expressed the confidence he had that the department ambulance men would uphold the splendid name achieved by the Red Cross flag, and that they would be ready to follow the lead of the King and the Queen, and the company were then entertained at afternoon tea at the officers' mess.

WIRELESS CORPS.

Special permission has been granted for the formation of a wireless troop for service abroad. There are vacancies for about 40 men among the number required being wireless operators, telegraphers, instrument makers, wiremen, electricians, oil and petrol engineers, and other technical staff. Applications should be sent immediately to Lieut. Marr, Engineers' Depot, Park-road, Moore Park.

SOLDIER OARSMEN.

There was a large attendance at Sergeant's Cafe, George-street, on Saturday night, when Mr. Oswald John, hon. secretary of the New South Wales Rowing Association, presented a watch and an address prior to his joining the Expeditionary Force. Mr. John, who was a member of the association, and who has been four months in hospital, was cheered when he was sent back to the fighting line. "If," he said, "I come back it is our good fortune; if I fall, it is an honour to ourselves and our families."

MINERS' WAGES.

In the Arbitration Court on Friday, before Mr. Justice Higgins, the hearing of the claims of the Broken Hill Miners' Association against the Broken Hill Proprietary Company and others for increased wages was continued. Mr. Stanley Lewis, representing the various companies, said that the case was a long one, and that he would continue it in evidence to four main points—(1) the wages, (2) the hours of work, (3) the conditions of work, and (4) the conditions of life. He said that the case was a long one, and that he would continue it in evidence to four main points—(1) the wages, (2) the hours of work, (3) the conditions of work, and (4) the conditions of life.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

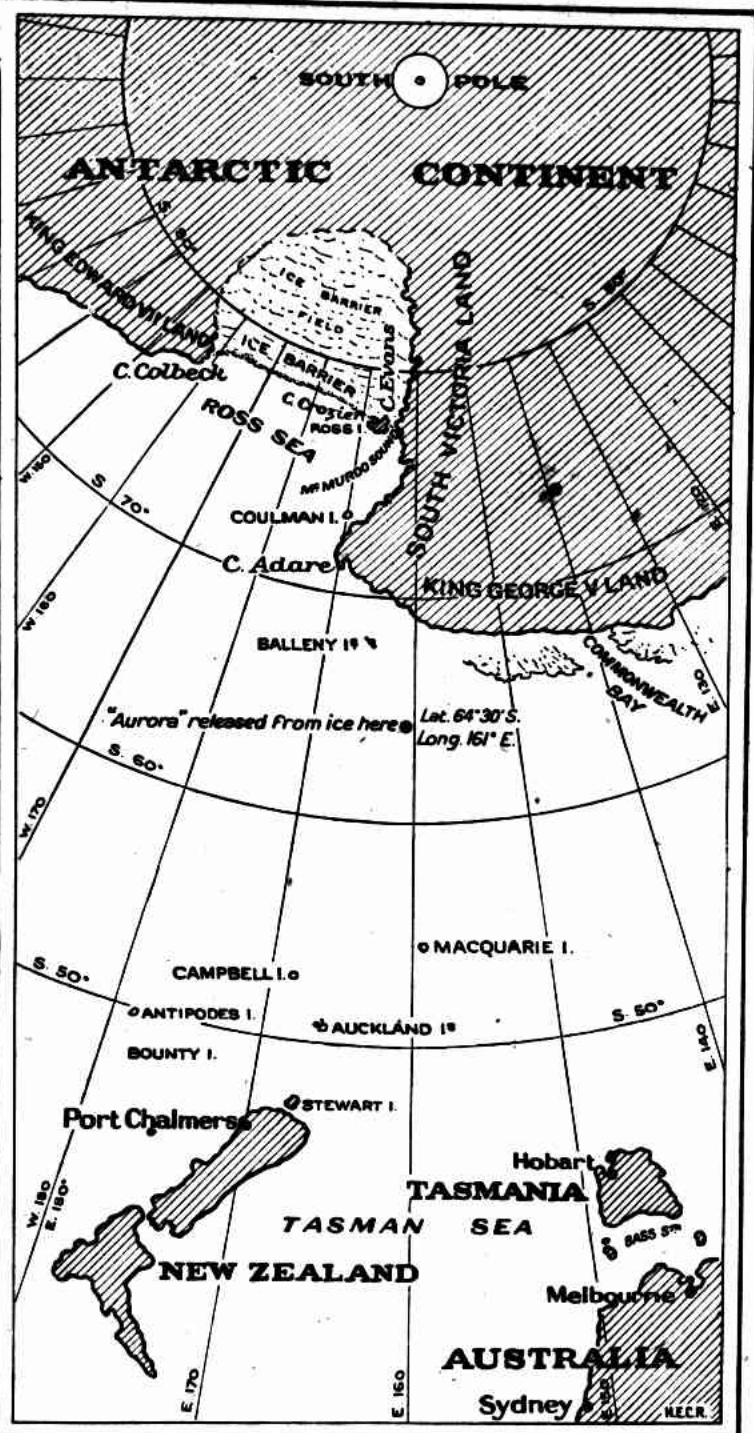
Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.

WELSH FATHER DEAD.

Mr. David Mitchell, father of Madame Mabel Mitchell, died at his home in Melbourne on Saturday of pleurisy. He was 85 years of age.



MAP SHOWING THE PRINCIPAL POINTS IN THE AURORA'S EVENTFUL VOYAGE.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

MR. HUGHES.

VISIT TO CARDIFF.

WARNING TO BRITAIN.

"MUST BE BORN AGAIN."

OFFICERS FOR LIGHT HORSE.

WIRELESS CORPS.

SOLDIER OARSMEN.

MINERS' WAGES.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

WELSH FATHER DEAD.

SUPERIOR General, good plain cook and washing, private family, liberal on wages. Edinboro, Penn. Term. Globe Point.

STRONG, capable GIRL, assist generally
small boarding-house, no washing, no
self, 18s, refs. Lorna Doone, Sprin-

STRONG LAD for laundry, wages 20/
board. Apply, **Secretary, Children's**
Lamproom, This Day, 9.30 a.m.

SIMMONDS' AGENCY, 180 CASTLE
HOTEL YARDMAN, 30s, 80s: Milk
Suburbs: Station Hands, 25s, 50s. Call

STATION GARDENER, 2s, keep, GOOD
HOUSEMEN, for suburbs, 22s 6d/keep;
10 TILL 11: FLOWER GARDENER, 1s
STATION HANDS, milk, useful, 35s, 90s.
C. J. farming man, wife cook-laudroom.

WOMAN COOKS for counter-hospitals 20

MEPUL, Wan, old, Romat, Lad. Room
Elizabeth and Campbell sts, city.
WANTED, a Useful Man. Apply after
5 o'clock, to Mrs. J. H. Galt, 211
WANTED, no Sunday or holiday work
over Mc-Kew's Ice Rooms, 215 Pitt-
burgh st. Apply to J. W. Galt, 215
ings free, 3. WANTED, a domestic
WANTED, Lady help, companionable,
and good cook. Apply to Mrs. J. H.
WANTED, exp. Working Housekeeper,
man. Apply to J. Galt, Thomas-
WANTED, a Useful, milk, fow, garden
WANTED, competent PANTYMAID, 30
Apply 7, Gastrell, 60 Elizabeth st.
WANTED, experienced Housekeeper,
Lancaster, 100 Bedford st.
WANTED, experienced WAITRESS, no
Cook, 155 Southport.
WANTED, a GENERAL, 30
Marine Cafe, 35 Market.
WANTED, a GENERAL. Mrs. English
WANTED, LAD, to work on day
Clemenson, Handover st. Gore Hill, N.
WANTED, Mr. Washer and Cleaner,
WANTED, a GENERAL, 30

ANTED, experienced Waitress, at
Dudley Cafe, and Georgetown, Sydney.
ANTED, experienced Waitress, at
Whitaker, 111, Market Street, Sydney.
ANTED, 1 Man, to deliver milk
Rum-st, Willoughby.
ANTED, 1 Man, to be a Pastrycook
3.30, Mrs. Gunther, Ref. Hogan, Br.
ANTED, smart, clean Woman for kitchen
Gentled, girl, general also as a
come in, his outings, Los Angeles.
ANTED, Cook, one with school child
Gentled, girl, general also as a
ANTED, experienced Pantrymaid, at
good wages, A. Burnstein, of Regent
ANTED, MAN, to assist in stable. Apply
Gentled, girl, general also as a
ANTED, smart ORDER WAITRESS, at
Knox, National Coffee Palace, 61, Gt
Al. to Market-st. city.
ANTED, COOK/LAUNDER, in a
morning, A.M., 9.30, 10.30, 11.30, 12.30
ANTED, 1 experienced MILK CAR
Hogan, Greenwich.
ANTED, 2 exp. Waitresses. Apply,

WANTED, a good COOK, wages \$1
 a week. Clarendon, Botany, Handwick.
 WANTED, Housemaid, with table;
 also, a good Cook, with table. 10
 WANTED, Waitress, 12 to 14, no Sal.
 Sun. wa. Municipal Din. ref., Engin.
 WANTED, Waitress, 12 to 14, no Sal.
 wages \$1. Woking. Sun. ref., E.
 WANTED, smart Women as Kitchenmaids
 only. Hart Cafe, Clarke and Mitchell.
 WANTED, smart GENERAL. Maxwell
 WANTED, competent, clean Useful, with
 ref. Square and Compass Hotel, Geo.
 WANTED, a young Woman as Genl.
 WANTED, a young Woman as Genl.
 Verona, Wards, at, Kirribilli. 564 3
 WANTED, ex Cook, ex. brds. hotel, 10
 WANTED, a experienced Order Waitress
 Verona, Wards, at, Kirribilli. 564 3
 WANTED, smart Order Waitress. Two
 good wages. Harbours View Cafe, 51
 WANTED, WAITRESS. Apply Within
 at, North Sydney.
 WANTED, Waitresses, French, Hands,
 Easter. Star. Last's Cafe, 107 George
 WANTED, Waitresses, French, Hands,
 Easter. Star. Last's Cafe, 107 George

ANTED, a WAITRESS, no Sunday or h
Apply Rainbow Cafe, 77 Ulterior or h
competent, clean, reliable, small
and Square Hotel, Good, small
ANYA, good DOMESTIC, small
Knoemert, 9, Duclief Hill.
12, Kalaru, 9, Duclief Hill.
ANTED, a competent GENERAL good
Hotel, Tel. Co. 1000.
ANTED, WOMAN, Good, Honored
Palace Hotel, Heymans.
ANTED, clean respectable Woman, a
Hotel, Tel. Co. 1000.
ANTED, smart HOTEL, USEFUL, all
Hotel Chamberlain, Pitts and Campbell
Warrant, 20 Part-
ANTED, 8 exp. ORDER WAITRESS
Walker's Restaurant, Perth-
Restaurant, 20 Part-
ANTED, a Light General, no Sunday
ANTED, a competent, clean, reliable
in family, Tel. Co. 1000.
WAITRESS, thoroughly exp., smart
Warrant, 20 Part-

[illegible][illegible]

WANTED, young German, good plain con-
 siderable liberal earnings. ALBION, 71
 Avenue St. Charles, St. Louis, Mo.
 WANTED, KITCHEN-HOUSE, no Saturday
 Sunday work.
 Municipal Dining Rooms, Ulline-mad, 10
 St. Louis, Mo. **WANTED, KITCHEN-PR** for Hotel
 paid. References. Apply, 2720MA, 71
 Point, before 12 o'clock, Tuesday.
 WANTED, experienced, good cook, in-
 creasing good money; must invest. **CO-**
 CONTRACTIONS, 70 George-street,
 St. Louis, Mo. **WANTED, experienced**
 in 44 the weekly; must invest in
 Schleier-street, below Grace Nms.
 WANTED, GROOM, good, steady, **CO-**
 CONTRACTIONS, 70 George-street, St. Louis,
 earnings req. Apply De. **SITE MURDER**
 WANTED, GIBSON, 1000-1000, 1000-1000,
 1000-1000, from St. Louis.
 WANTED, Pharmacist, Straßfeld, Tel. U.
 WANTED, Handy Ladd to drive and look
 after this car. Apply, 1000-1000, 1000-1000,
 1000-1000.

[illegible]

WANTED, young Cook, 25s. 4 in family home, country, no bread-baking, wth children. Meet lady at Miss LAVARD's chambers, 20 Elizabeth-street.

WANTED, capable GENERAL; other b^y paid. Mrs. JOYCE, San Tigh, Newcastle, near H.

(Continued on next page)

XXXXXXXXXXXXXXXXXXXX

DAINTIFY YOUR WINDOW

WITH SOME OF THE SMART NEW

BRIS-BISE CURTAINS,

SHOWING TO-DAY IN

PITT-STREET HORDERN'S

HOUSEHOLD REQUISITES

usual, of course, for those who do not
at all, and at very mild and non-
sensitive prices, just as usual.

Widths run 24 in., 27 in., 30 in., 36 in.,
at 104 1/2, 1, 1 1/2, 1 3/4, to 2-3 per yard.

OUR CELEBRATED
PATCH STITCH
for dresses or hangings, curtains, and for any
style of drawing, is
STILL THE "BEST VET."
in every sale. 100 per cent

Any number of patterns to pick from.

THE UNRESISTIBLE CHARM OF
SILKEN UNDERWEAR
No one who has once experienced the luxury,
the comfort, the complete self-satisfaction that
goes hand in hand with

UNDERGARMENTS OF JAP. MAK.
can be persuaded to use any other wear. Its soft
and warm as wool, and twice as durable. Its
prices are yet so very reasonable that the
laundering always a woman

to display a new style in our Duds and to show a big change in our Duds this year.

These are new numbers:

LADIES' WHITE JAP. SILK NIGHTGOWNS, very pretty and dainty designs to select from. \$1.00. 100.

LADIES' PINK SILK NIGHTGOWNS, with the trimmings of ribbon. Most dainty. \$1.00. 100.

LADIES' PINK SILK NIGHTGOWNS, with the boudoir in white, slip over the head and feet. \$1.00. 100.

LADIES' WHITE SILK NIGHTGOWNS, with the trimmings of ribbon. \$1.00. 100.

LADIES' WHITE SILK CAMISOLE, with the trimmings of ribbon. \$1.00. 100.

LADIES' WHITE SILK CAMISOLE, with the trimmings of ribbon. \$1.00. 100.

LADIES' SILK PJAMAS.

THE VERY APPEAL OF TASTE.

Are altogether (the dainty and delightful) to be talked about. Let us show you.

PINK JAP. SILK PJAMAS, in colors of the latest cut and style.

N.W., 23-6; Woma, 25-6; O.S., 27-6.

WE PAY CARRIAGE
ON ALL PARCELS OF DRAPERY, CLOTHING,
AND FOOTWEAR
ALL OVER AUSTRALIA.

THE FALL IN LOGICUSUM
ON FRIDAY WAS AN UNMOTIVATEDLY NOT IN
PRICE.
The obvious fact, where a roll fell through the
Mill-street Fencing Window, just as we were
making a really wonderful display of new
designs, -
THE WINDOW IS ONLY BOARDING, AND WE
APPOINTMENT FOR THE TWO, BUT
THE NEW LINDS, ARE SHOWING IN OUR
DEPARTMENT OF THE SECOND FLOOR.

PLEASE TAKE THE LIFT.

HORDERN BROTHERS,
SYDNEY'S LEADERS OF FASHION,
203-211 PITT-STREET, and 422 GEORGE-STREET,
SYDNEY.

NEW ARRIVALS ARE NOW BEING OFFERED IN AUTUMN AND WINTER FASHIONS.

BRSCH'S KEEN VALUE,

OXFORD STREET.

FASHION has declared strongly—FRASER & NEAVE's uncertain vote with the Social Union will be cast EARLY, it will be almost impossible to repeat details like the values we are offering today.

SUPREME SERGE VALD

COATING MENAGER, all Wool, 40-42 inch, 18/-
27-29, 26-27 1/2, 28-30, 32 1/2, 40/-
27 1/2, 28 1/2, 41/-
FIVE TAILOR MADE COATS, Black or Navy,
20-22, 22-24, 24-26, 26-28, 28-30, 30-32
CHILDREN'S GARDENS, Harringtons Capote, 12/-
and wear, 40/-, Green, Purple, etc., Red, 10/-

FASHIONABLE SILKES.

JAP. SILKES, thin, heavy weight, specially made for our own manufacturing. WHITE & BLACK. W. 1/2, 1/4, 3/8, 1/2, 3/4, 1, 1 1/4, 1 1/2, 1 3/4, 2, 2 1/4, 2 1/2, 2 3/4, 3, 3 1/4, 3 1/2, 3 3/4, 4, 4 1/4, 4 1/2, 4 3/4, 5, 5 1/4, 5 1/2, 5 3/4, 6, 6 1/4, 6 1/2, 6 3/4, 7, 7 1/4, 7 1/2, 7 3/4, 8, 8 1/4, 8 1/2, 8 3/4, 9, 9 1/4, 9 1/2, 9 3/4, 10, 10 1/4, 10 1/2, 10 3/4, 11, 11 1/4, 11 1/2, 11 3/4, 12, 12 1/4, 12 1/2, 12 3/4, 13, 13 1/4, 13 1/2, 13 3/4, 14, 14 1/4, 14 1/2, 14 3/4, 15, 15 1/4, 15 1/2, 15 3/4, 16, 16 1/4, 16 1/2, 16 3/4, 17, 17 1/4, 17 1/2, 17 3/4, 18, 18 1/4, 18 1/2, 18 3/4, 19, 19 1/4, 19 1/2, 19 3/4, 20, 20 1/4, 20 1/2, 20 3/4, 21, 21 1/4, 21 1/2, 21 3/4, 22, 22 1/4, 22 1/2, 22 3/4, 23, 23 1/4, 23 1/2, 23 3/4, 24, 24 1/4, 24 1/2, 24 3/4, 25, 25 1/4, 25 1/2, 25 3/4, 26, 26 1/4, 26 1/2, 26 3/4, 27, 27 1/4, 27 1/2, 27 3/4, 28, 28 1/4, 28 1/2, 28 3/4, 29, 29 1/4, 29 1/2, 29 3/4, 30, 30 1/4, 30 1/2, 30 3/4, 31, 31 1/4, 31 1/2, 31 3/4, 32, 32 1/4, 32 1/2, 32 3/4, 33, 33 1/4, 33 1/2, 33 3/4, 34, 34 1/4, 34 1/2, 34 3/4, 35, 35 1/4, 35 1/2, 35 3/4, 36, 36 1/4, 36 1/2, 36 3/4, 37, 37 1/4, 37 1/2, 37 3/4, 38, 38 1/4, 38 1/2, 38 3/4, 39, 39 1/4, 39 1/2, 39 3/4, 40, 40 1/4, 40 1/2, 40 3/4, 41, 41 1/4, 41 1/2, 41 3/4, 42, 42 1/4, 42 1/2, 42 3/4, 43, 43 1/4, 43 1/2, 43 3/4, 44, 44 1/4, 44 1/2, 44 3/4, 45, 45 1/4, 45 1/2, 45 3/4, 46, 46 1/4, 46 1/2, 46 3/4, 47, 47 1/4, 47 1/2, 47 3/4, 48, 48 1/4, 48 1/2, 48 3/4, 49, 49 1/4, 49 1/2, 49 3/4, 50, 50 1/4, 50 1/2, 50 3/4, 51, 51 1/4, 51 1/2, 51 3/4, 52, 52 1/4, 52 1/2, 52 3/4, 53, 53 1/4, 53 1/2, 53 3/4, 54, 54 1/4, 54 1/2, 54 3/4, 55, 55 1/4, 55 1/2, 55 3/4, 56, 56 1/4, 56 1/2, 56 3/4, 57, 57 1/4, 57 1/2, 57 3/4, 58, 58 1/4, 58 1/2, 58 3/4, 59, 59 1/4, 59 1/2, 59 3/4, 60, 60 1/4, 60 1/2, 60 3/4, 61, 61 1/4, 61 1/2, 61 3/4, 62, 62 1/4, 62 1/2, 62 3/4, 63, 63 1/4, 63 1/2, 63 3/4, 64, 64 1/4, 64 1/2, 64 3/4, 65, 65 1/4, 65 1/2, 65 3/4, 66, 66 1/4, 66 1/2, 66 3/4, 67, 67 1/4, 67 1/2, 67 3/4, 68, 68 1/4, 68 1/2, 68 3/4, 69, 69 1/4, 69 1/2, 69 3/4, 70, 70 1/4, 70 1/2, 70 3/4, 71, 71 1/4, 71 1/2, 71 3/4, 72, 72 1/4, 72 1/2, 72 3/4, 73, 73 1/4, 73 1/2, 73 3/4, 74, 74 1/4, 74 1/2, 74 3/4, 75, 75 1/4, 75 1/2, 75 3/4, 76, 76 1/4, 76 1/2, 76 3/4, 77, 77 1/4, 77 1/2, 77 3/4, 78, 78 1/4, 78 1/2, 78 3/4, 79, 79 1/4, 79 1/2, 79 3/4, 80, 80 1/4, 80 1/2, 80 3/4, 81, 81 1/4, 81 1/2, 81 3/4, 82, 82 1/4, 82 1/2, 82 3/4, 83, 83 1/4, 83 1/2, 83 3/4, 84, 84 1/4, 84 1/2, 84 3/4, 85, 85 1/4, 85 1/2, 85 3/4, 86, 86 1/4, 86 1/2, 86 3/4, 87, 87 1/4, 87 1/2, 87 3/4, 88, 88 1/4, 88 1/2, 88 3/4, 89, 89 1/4, 89 1/2, 89 3/4, 90, 90 1/4, 90 1/2, 90 3/4, 91, 91 1/4, 91 1/2, 91 3/4, 92, 92 1/4, 92 1/2, 92 3/4, 93, 93 1/4, 93 1/2, 93 3/4, 94, 94 1/4, 94 1/2, 94 3/4, 95, 95 1/4, 95 1/2, 95 3/4, 96, 96 1/4, 96 1/2, 96 3/4, 97, 97 1/4, 97 1/2, 97 3/4, 98, 98 1/4, 98 1/2, 98 3/4, 99, 99 1/4, 99 1/2, 99 3/4, 100, 100 1/4, 100 1/2, 100 3/4, 101, 101 1/4, 101 1/2, 101 3/4, 102, 102 1/4, 102 1/2, 102 3/4, 103, 103 1/4, 103 1/2, 103 3/4, 104, 104 1/4, 104 1/2, 104 3/4, 105, 105 1/4, 105 1/2, 105 3/4, 106, 106 1/4, 106 1/2, 106 3/4, 107, 107 1/4, 107 1/2, 107 3/4, 108, 108 1/4, 108 1/2, 108 3/4, 109, 109 1/4, 109 1/2, 109 3/4, 110, 110 1/4, 110 1/2, 110 3/4, 111, 111 1/4, 111 1/2, 111 3/4, 112, 112 1/4, 112 1/2, 112 3/4, 113, 113 1/4, 113 1/2, 113 3/4, 114, 114 1/4, 114 1/2, 114 3/4, 115, 115 1/4, 115 1/2, 115 3/4, 116, 116 1/4, 116 1/2, 116 3/4, 117, 117 1/4, 117 1/2, 117 3/4, 118, 118 1/4, 118 1/2, 118 3/4, 119, 119 1/4, 119 1/2, 119 3/4, 120, 120 1/4, 120 1/2, 120 3/4, 121, 121 1/4, 121 1/2, 121 3/4, 122, 122 1/4, 122 1/2, 122 3/4, 123, 123 1/4, 123 1/2, 123 3/4, 124, 124 1/4, 124 1/2, 124 3/4, 125, 125 1/4, 125 1/2, 125 3/4, 126, 126 1/4, 126 1/2, 126 3/4, 127, 127 1/4, 127 1/2, 127 3/4, 128, 128 1/4, 128 1/2, 128 3/4, 129, 129 1/4, 129 1/2, 129 3/4, 130, 130 1/4, 130 1/2, 130 3/4, 131, 131 1/4, 131 1/2, 131 3/4, 132, 132 1/4, 132 1/2, 132 3/4, 133, 133 1/4, 133 1/2, 133 3/4, 134, 134 1/4, 134 1/2, 134 3/4, 135, 135 1/4, 135 1/2, 135 3/4, 136, 136 1/4, 136 1/2, 136 3/4, 137, 137 1/4, 137 1/2, 137 3/4, 138, 138 1/4, 138 1/2, 138 3/4, 139, 139 1/4, 139 1/2, 139 3/4, 140, 140 1/

Our Milliner
dresses, it is complete with all the Latest Styles and
Fashions. Best Price for quality.

CARRIAGE PAID ON all Drapery, except MILLINERY.

REUBEN BRASCH,
OXFORD STREET.

**WHOLE SHOPPING TOURS FOR THE FURNISHING
LIGHTLY.**

GRACE BROS.,
THE MODEL STORE,
BROADWAY.

SYDNEY ARTISTS' GALLERY PAINTING
WON BY TICKET NO. 218171.

The Weekly Drawing in connection with the
SYDNEY ARTISTS' GALLERY PAINTING, drew and
resulted in Ticket No. 218171 being proclaimed
the winner. The holder of this ticket will
be Mr. T. C. ANDERSON, of 111, Pitt Street, Sydney.
Next Thursday will be the drawing of the
second prize, which is a grand piano.

[illegible][illegible]

SYDNEY.—Printed and published by John Fisher & Sons, at the Office of the "Sydney Morning Herald," Pitt and Hunter streets, Monday, March 2, 1885.